

RECEIVED

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# **EXHIBIT L**

March 2, 2015

Mr. James M. Jordan, Jr.  
Federal Railroad Administration  
Regional Administration - Office of Safety, Region 7  
801 I Street, #466  
Sacramento, CA 95814

RE: Utah Transit Authority Joint Trackage and Temporal Separation Program

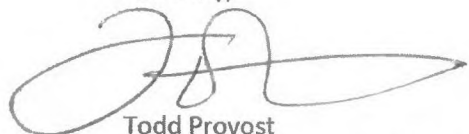
Dear Mr. Jordan:

Enclosed for your files is a copy of the TRAX Joint Trackage and Temporal Separation Program. This program has been in place since opening of the original North/South (Blue Line), expanded to include the Mid Jordan (Red Line) in 2011, and updated and improved based on our discussions over the last year.

I appreciate you and your team's efforts helping UTA during the waiver petition process.

If you have any questions regarding this Program, please do not hesitate to contact me at 801.237.1908 or at [tprovost@rideuta.com](mailto:tprovost@rideuta.com).

Sincerely,



Todd Provost  
General Manager, Light Rail Services

Enclosures

- c: Mark Adamczak, Deputy Regional Administrator, Region VII, Federal Railroad Administrator  
Anthony Smialek, Chief Inspector, Region VII, Federal Railroad Administration  
Robert Hughes, Senior Counsel, Utah Transit Authority  
Jeffrey LaMora, Manager of Rail Operations, Utah Transit Authority

## JOINT TRACKAGE AND TEMPORAL SEPARATION

### A. Limits of UTA Light Rail Joint Trackage

- The Utah Transit Authority's (UTA's) Light Rail Business Unit oversees and controls all light rail and streetcar trackage operated by UTA, and hosts two freight lines. There are two separate sections of light rail Joint Trackage (where freight trains use the light rail trackage). Each section is operated independently of the other section.
  - The first section of Joint Trackage is on the original North-South light rail line between 1300 South and 6100 South
    - All three TRAX lines (Blue, Red and Green Lines) operate on a shared section of track from 1300 South to 2200 South. The Red and Blue Lines operate south of 2200 South only.
    - Freight trains enter and exit this segment of Joint Trackage at Sampler Crossover (approximately 5200 South in Murray, Utah).
  - The second section of Joint Trackage is on the Mid-Jordan light rail line. Although the Joint Trackage boundaries are different for the Mid-Jordan northbound and southbound tracks, Joint Trackage on both the Mid-Jordan northbound and southbound tracks is considered to be the in same segment (the Mid-Jordan Line Joint Trackage).
    - Only the TRAX Red Line operates on this segment.
    - The northbound track Joint Trackage limits are between Freight Interlocking (650 West at approximately 7400 South) and the S5600 West signal.
    - The southbound track Joint Trackage limits are between Signal E1301 (1300 West) and Signal North 4 (9000 South).
    - Freight trains enter and exit this segment at the Freight Interlocking (approximately 650 West and 7400 South in Midvale, Utah).
    - The Mid-Jordan Line Joint Trackage is used to access the Garfield and Bagley Branch Lines (freight only trackage). The Bacchus/ATK Spur is accessed from the Garfield Branch Line.

### B. Operating Authority and Access to UTA Light Rail Mainline Trackage

- Track Ownership:
  - UTA owns all TRAX and STREETCAR trackage.
  - Union Pacific Railroad owns the Garfield Branch Line and the Bacchus/ATK Spur; UTA, however, maintains those lines.

- Operating Authority:
  - All light rail alignments, as well as the S-Line (Streetcar) and all Joint Trackage are under the control of UTA's Light Rail Control Center (hereafter referred to as "Control") located at the Jordan River Rail Service Center. All freight and light rail traffic are dispatched by Control.
- Freight and TRAX train operators are required to receive authorization from Control before entering the light rail mainlines from yards, tail tracks, and freight lines.
- The Controllers record each UTA light rail vehicle (LRV), hi-rail vehicle, and freight vehicle on the daily log when it enters mainline trackage and again when it exits mainline trackage.
- The UTA Controller will not permit any freight locomotive or freight car to enter a specific section of Joint Trackage while there are any LRV's on that specific section of Joint Trackage (e.g., if there is an LRV on the Mid-Jordan Joint Trackage, freight trains cannot enter any portion of the Mid-Jordan Joint Trackage).
- Once the freight operator enters a specific section of Joint Trackage no LRV's are permitted to enter that Joint Trackage until the freight carrier has reported that all locomotives and cars are clear of that section of Joint Trackage. Attached to this document are rules, procedures, and an excerpt from UTA's coordination agreement with the Utah Railway and with Savage which provide the details of this arrangement in writing.
- LRVs can occupy mainline trackage outside of the specific Joint Trackage occupied by the freight train (e.g., when a freight train is on the North-South Line Joint Trackage, an LRV could be operating in the downtown area north of 1300 South). This is more common during winter months when overnight ice cutting operations are necessary; it does occur, however, overnight on a year round as LRVs are tested, operators are training, and other operations needs are accommodated. The Controllers give LRV operators set limits to operate within when freight trains are on a segment of Joint Trackage. At no time do freight carriers and LRV's share the same segment of joint trackage. Positive separation is always provided.
- Freight Trains Operating on UTA Light Rail Joint Trackage:
  - Prior to entering the Joint Trackage, freight crews must read, understand and have in their possession all current UTA Bulletins and SOPs, the UTA Rule Book, and the UTA TRAX Streetcar Daily Operating Clearance.
  - Freight crews must have authorization from Control to enter the Joint Trackage, and must immediately report when they have exited the Joint Trackage and are clear of the Joint Trackage.
  - UTA Light Rail Control records and tracks all freight train movements on the Joint Trackage by logging the time freight enters and exits the Joint Trackage, as well logging the freight train identification, location, line, direction, and the details of the freight movements and any unusual occurrences.
  - UTA Light Rail Control monitors and maintains radio communication with Freight on "TRAX 3." In addition to following all of the protocols listed in UTA TRAX SOP 48-130.00, Freight must obey all the speed limits on the Joint Trackage as listed in SOP 48-130.00.

### **C. Temporal Separation on UTA Light Rail Joint Trackage**

- Utah Railway and Savage have exclusive rights to operate on the Joint Trackage. The normal freight operating period on the Joint Trackage is between the hours of 12:00 midnight and 5:00 AM, Monday through Friday. When the freight operators are operating on the Joint Trackage, UTA Light Rail Control does not permit LRVs to enter the Joint Trackage.
- Temporal separation between UTA Light Rail Operations and Freight Operations on the "Joint Trackage" is defined and maintained by following the UTA TRAX Streetcar SOP 48-130.00 *Freight Railroad Operations on Joint Trackage*, and UTA TRAX Rule Book Section 13 *Freight*.
- UTA Light Rail Control line switches and derails in the proper position to ensure complete temporal separation is achieved as stated in the UTA TRAX SOP 48-130.00.

### **D. Late Night Service for Special Events**

- There are times when special events may necessitate extending light rail revenue service into the traditional freight operation window, thus delaying the start time for freight activities. Any service for special events known in advance which will -- or potentially could -- impact the freight window will be noticed to Utah Railway and Savage B&G Railroad as far in advance as practicable, or as soon as either Utah Railway and Savage B&G or UTA becomes aware of the need.
- This provision is included in the Coordination Agreement between Utah Railway, Savage, and UTA; a copy of this provision is attached.
- Any service for special events which impacts the freight window and is not known in advance is handled by the UTA Controller in the same fashion as for normally scheduled operations.

### **F. Emergency Operations**

- There may be times when a train is unable to clear Joint Trackage (e.g., a derailment).
- If a freight train is unable to clear Joint Trackage prior to the scheduled start of Light Rail Operations, Control will contact the Manager of Rail Operations for instructions.
- The Manager of Rail Operations will determine a safe course of action in consultation with the General Manager of Light Rail Operations, and will ensure that the FRA is immediately notified in any case where modified rules for Temporal Separation are instituted due to an emergency condition.

The temporal separation program has been in place and operated successfully since TRAX's inception in 1999. UTA believes it will continue to be an effective means to manage Joint Trackage. Any significant changes to the program will be immediately noticed to the freight railroads, FRA, and other interested parties.



# Standard Operating Procedure



No. 48-130.00 Effective: 8/13/14 Supersedes: 7/28/13 Page: 1 of 4

Title: Freight Railroad Operations on Joint Trackage

Implementation Jeff Lamora

Issued By: Todd Provost

Typed Name

Signature

8-13-14

8-13-14

SIRE Cabinet

LR\_ADM

## Revision History:

#	Date	Revised by:	Approved by:	Comments:
1	8/14/14	M. Ross	J. Lamora	Annual review of SOP; changes were made to satisfy FRA requirements.

## PURPOSE

The purpose of this Standard Operating Procedures (SOP) is to establish freight operation procedures on UTA's Joint Trackage. Freight operations are governed by The General Code of Operating Rules (GCOR), Light Rail Services SOPs, and the UTA Light Rail Rule Book.

## APPLICATION

All freight trains operating on UTA's North-South and Mid-Jordan mainlines (aka the "Blue Line" and the "Red Line") Joint Trackage. These corridors are owned by UTA.

All Maintenance of Way personnel.

All Light Rail Services personnel.

## PROCEDURE

### Operating Authority

Freight trains operating on the UTA North-South and Mid-Jordan mainline Joint Trackage operate under the authority of UTA Light Rail Control Center (Control).

### Track and Time Limits

Freight and light rail vehicle operations on Joint Trackage must maintain complete temporal separation.


### Separation/Derail Locations

UTA operates two mainline areas: the North-South and Mid-Jordan mainlines. Freight trains are not permitted to travel between these mainlines. Light Rail Vehicles may operate on any mainline if freight is not present. Before authorizing a freight train to enter Joint Trackage, the Controller must verify that all light rail vehicles are clear of the Joint Trackage on the specific line and protect light rail only trackage by using switches and derails to provide protection as follows:

- UTA TRAX North-South Mainline Joint Trackage:
  - North end:
    - Taking Ballpark and Paxton Interlockings into Remote via TDX.
    - Lining the switches at BI2 for a crossover move from the northbound track to the southbound track (for a northbound train).
    - Lining the switch at Paxton Interlocking for entry into the Ballpark Spur.

This is a printed copy of the original and will not be kept up-to-date. The master document is kept at <http://utaneet/operations/rail/SitePages/TRAX%20CENTRAL%20STATION.aspx>.  
S:\SOP 110413\48-130.00 FREIGHT RAILROAD OPERATIONS ON JOINT TRackage 081214  
CMS.DOCX



Standard Operating Procedure			U T A  T R A X S t r e e t c a r			
No.	48-130.00	Effective Date:	8/13/14	Supersedes:	7/28/13	Page: 2 of 4
Title:	Freight Railroad Operations on Joint Trackage					

- A section of track is removed on the Ballpark Spur, run-away freight trains will derail at that point.
- South end:
  - Taking Lovendahl Interlocking into Remote via TDX.
  - Lining the switches at L12 for a crossover move from the northbound track to the southbound track (for a southbound train), and then from the southbound North-South track to the Southbound Mid-Jordan track.
  - The turn-back track has a tight enough radius that it will cause a run-away freight train to derail.
- UTA TRAX Mid-Jordan Line Joint Trackage:
  - North end:
    - Southbound Track: The split point derail at W1300 must be lined in the derail position.
    - Northbound Track: The split point derail at J2 must be lined in the derail position.
  - South end:
    - N6 must be lined for either a move to the Garfield line or a crossover move from the southbound track to the northbound track for a southbound train.
    - No light rail trains can be on the northbound track or northbound Daybreak tail track while freight trains are in Mid-Jordan Line Joint Trackage.
    - Limits from Junction to Daybreak:
      - Line Kennecott interlocking into the NB track or against where the light rail vehicles are stored.

#### Light Rail Control Center Protocols

Prior to entering the Joint Trackage, freight crews must read and understand all current UTA Bulletins, SOPs, and Rule Book. Freight crews must carry the UTA Rule Book, Daily Operating Clearance, and an operable TRAX radio on the train whenever operating on the Joint Trackage. Upon receipt of the Daily Operating Clearance, freight crews must contact Control and follow radio protocol to verify possession of the Clearance and receive any changes to the Clearance, and request authority from Control to enter Joint Trackage. Freight crews must immediately report when they are clear upon exiting the Joint Trackage.


Freight crews operating on Joint Trackage will communicate with Control by radio channel TRAX 3. If radios are inoperable, freight crews must contact Control by phone at 801.352.6700 or by Control Emergency phone at 801.562.1229.

Control shall record the following items in the TRAX and Streetcar Controller's log:

- Time
- Freight train
- Location
- Line
- Direction
- Details of the freight train movement including calls to enter and clear, and
- Any unusual occurrences or equipment problems.





Standard Operating Procedure			UTA  TRAX Streetcar			
No.	48-130.00	Effective Date:	8/13/14	Supersedes:	7/28/13	Page: 3 of 4
Title:	Freight Railroad Operations on Joint Trackage					

The FRA General Code of Operating Rules (GCOR) and the UTA TRAX and Streetcar Rule Book govern all movements on UTA trackage that is controlled by the Radio Control Center (RCC). Joint Trackage is signaled for a single, normal movement. When operating in the normal direction (with the signals) all trains will be governed by automatic block signals (ABS). When operating against traffic, all trains will move at Restricted Speed (GCOR 6.27). Signals are considered Stop and Proceed (GCOR Rule 9.16).

### **Freight Train Movement**

On the North-South line, powered interlocking signals are at the south entrance to the Joint Trackage at the I-215 Bridge (Central Interlocking, Paxton Interlocking, Yellowstone Interlocking, and Union Interlocking). On the Mid-Jordan Line, powered interlocking signals are at Freight Interlocking (600 W 7400 S), Quick Interlocking (just west of Redwood Road), and North Interlocking (between 4000 W and 9000 S; North Interlocking also includes the entrance to the Garfield Line). The freight train must stop before any part of their train goes by a signal displaying red.

All switches including crossover switches in Joint Trackage will be left lined for normal movement. If for any reason the freight crew cannot leave a switch lined for normal movement, Control and any additional freight crews must be notified immediately.

At the start of each work day, freight crews must verify that the train they operate has adequate clearance at UTA TRAX stations, including the modified plow and steps. Questions concerning unit clearance are to be directed to the Utah Railways or Savage B&G Railroad Foreman or Manager on duty.

### **Speed Limits**

#### **North-South Line Maximum Freight Train Speed Limits:**

<b>35MPH</b>	<b>Northbound and Southbound Mainline (both normal and reverse running)</b>
<b>15 MPH</b>	<b>Power crossovers unless a lower speed noted</b>
<b>10 MPH</b>	<b>Hand throw crossovers.</b>

#### **Mid Jordan Line Maximum Freight Train Speed Limits:**

<b>25 MPH</b>	<b>Normal running on the Southbound Mainline</b>
<b>15 MPH</b>	<b>Normal running on the Northbound Mainline from 5600 W to 3200 W (signal E3201) due to the grade and freight train braking distance</b>
<b>25 MPH</b>	<b>Normal running on the Northbound Mainline from 3200 W (signal E3201) to Freight Interlocking (signal F2), then 10 MPH as diverging off mainline into yard</b>
<b>15 MPH</b>	<b>Reverse running and against traffic on the Northbound and Southbound Mainline</b>
<b>15 MPH</b>	<b>Power crossovers unless a lower speed noted</b>
<b>10 MPH</b>	<b>Hand thrown crossovers</b>

Predictors are not used on UTA Light Rail grade crossing approaches. All approaches are distance based. During freight hours (00:00 to 05:00) grade crossings in the Mid-Jordan line Joint Trackage are set for the reduced freight speeds. Speed limits must not be exceeded to ensure sufficient activation time at each grade crossing.


### **CROSS REFERENCES**

SOP 109.10 Garfield and Bacchus Lines Freight Operations (undated).

Federal Railroad Administration, General Code of Operating Rules





<b>Standard Operating Procedure</b>		<b>UTA</b> 		<b>TRAX Streetcar</b>	
No.	48-130.00	Effective Date:	8/13/14	Supersedes:	7/28/13
Title:	Freight Railroad Operations on Joint Trackage				

<b>APPROVALS</b>
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Policy and Procedure Review Forum	Signature	Date
Unanimous approval of the Policy and Procedure Review Committee is signified by the signature of the Committee Chairperson in office at the time of approval.	Melissa Ross 	8.13.14
<b>Other Reviews (Optional)</b>		
Manager, Operations	Jeff LaMora 	8-13-14
Manager, Vehicle Maintenance		
Manager, Vehicle Maintenance		
Manager, Rail Services Integration		
Mgr Technical Services & QA		
Deputy GM, Rail Systems Infrastructure	Todd Provost <i>see first page</i>	8/13/14 <sup>CIN</sup>
<b>Principal Author/Reviewer</b>		
Melissa Ross		8.13.14



# BULLETIN



No. 48-130.01

Effective: 01/24/2015

Supersedes: NA

Page: 1 of 2

Title: Freight Railroad Operations on Joint Trackage

Implementation John Maxwell

Issued By: Jeff LaMora

Typed Name

Signature

SIRE Cabinet

LR\_ADM

## Revision History:

#	Date	Revised by:	Approved by:	Comments:

## PURPOSE

The purpose of this bulletin is to update reference to the *Freight Operations on Joint Trackage* operating procedure cited in Rule 13.01 of the *Light Rail Services Rule Book*.

## APPLICATION

All freight trains operating on UTA's North-South and Mid-Jordan mainlines (aka the "Blue Line" and the "Red Line") Joint Trackage. These corridors are owned by UTA.

All Maintenance of Way personnel.

All Light Rail Services personnel.

## PROCEDURE

Rule 13.01 *Freight Operations* in the *Light Rail Services Rule Book* dated October 2014 shall be amended as follows: Reference to UTA TRAX SOP 101.14 *Freight Railroad Operation on Joint Trackage* dated 07/28/2013 shall be removed and replaced by SOP 48-130.00 *Freight Railroad Operation on Joint Trackage* dated 08/13/2014.

## BULLETIN EXPIRATION


This bulletin will expire upon revision of Rule 13.1 of the October 2014 *Operations Rule Book*.

## CROSS REFERENCES

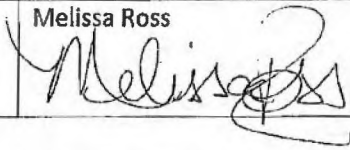
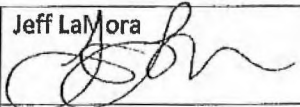
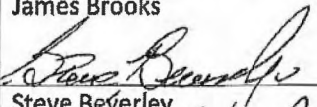
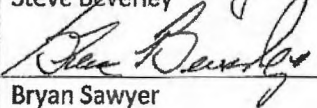
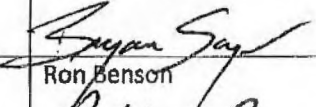
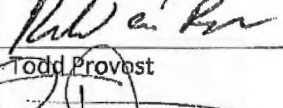
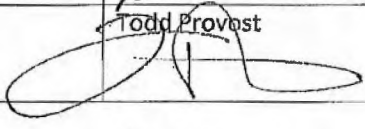
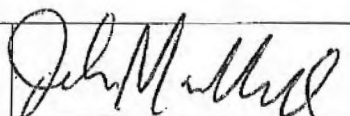
SOP 109.10 Garfield and Bacchus Lines Freight Operations (undated).

Federal Railroad Administration, General Code of Operating Rules



<b>BULLETIN</b>			<b>UTA</b> 		<b>TRAX</b> Streetcar	
No.	48-130.01	Effective Date:	01/24/2015	Supersedes:	NA	Page: 2 of 2
Title:	Freight Railroad Operations on Joint Trackage					

#### APPROVALS

Policy and Procedure Review Forum	Signature	Date
Unanimous approval of the Policy and Procedure Review Committee is signified by the signature of the Committee Chairperson in office at the time of approval.	Melissa Ross 	1/23/15
<b>Other Reviews (Optional)</b>		
Manager, Operations	Jeff LaMora 	1-26-15
Manager, Vehicle Maintenance	James Brooks 	1-26-15
Manager, Vehicle Maintenance	Steve Beverley 	1-26-15
Manager, Technical Services & Quality Assurance	Bryan Sawyer 	1-26-15
Deputy GM, Rail Systems Infrastructure	Ron Benson 	2-2-15
Regional General Manager	Todd Provost 	1/29/15
<b>Principal Author/Reviewer</b>		
John Maxwell		1/27/15





# LIGHT RAIL SERVICES

## RULE BOOK

October 2014





## 13.0 FREIGHT OPERATIONS

13.01	Freight Operations	<p>Freight trains operating on UTA trackage will be governed by the following:</p> <ul style="list-style-type: none"> <li>• UTA Rule Book and timetables.</li> <li>• General Code of Operating Rules (GCOR).</li> <li>• <i>Air Brake and Trainhandling Rules of the Railroad*</i></li> <li>• <i>Safety Rules of the Railroad*</i></li> </ul> <p>For freight operating on UTA trackage the maximum speed will be 35 MPH.</p> <p><i>* These booklets are common to freight carriers; UTA does not provide them. A freight train engineer is expected to be conversant with these as well as GCOR.</i></p> <p><i>See also SOP 101.14 Freight Railroad Operations on Joint Trackage, SOP 107.09 Common Corridor Operations, SOP 109.10 Bingham, Garfield, and Bacchus Lines Freight Operation, and SOP 109.22 Freight Operations.</i></p>
13.02	Prior to Authorization	Freight crews seeking authorization to enter UTA trackage must read and familiarize themselves with all current Rules, Bulletins, notices, instructions, procedures, operating clearance, and all other pertinent information.
13.03	Operating Clearance	An operating clearance must be obtained – by fax or email -- from the UTA TRAX Controller before entering UTA trackage.
13.04	Operating Movements	After receiving an operating clearance, all freight crews must verbally verify the clearance with the UTA Controller and obtain authorization prior to entering the joint trackage. The most recent versions of the General Code of Operating Rules and UTA Rule Book will govern all movements in UTA trackage.
13.05	Leaving Joint Trackage	Freight trains leaving the joint trackage must report to the UTA TRAX Controller that they are clear of the trackage.
13.06	Approaching Stations	Until it can be seen that all is clear, freight trains approaching UTA stations must approach the station prepared to STOP. Once it has been determined that all is clear, freight trains may resume authorized speed.

## **13.0 FREIGHT OPERATIONS**

<b>13.07</b>	<b>Approaching Public Crossings</b>	When approaching public crossings at grades located beyond UTA stations, freight trains must approach the crossings prepared to STOP until it is seen that the crossing is clear, or that the crossing is protected by operating gates and lights. After protecting the crossing in the above manner, freight trains may resume authorized speed.
<b>13.08</b>	<b>Accidents/ Incidents</b>	All freight crews must promptly report any accident/incident to the UTA Controller and the appropriate freight railroad supervisor immediately.



2264 S 900 W  
Salt Lake City, UT 84119

March 9, 2017

Mr. James M. Jordan, Jr.  
Federal Railroad Administration  
Regional Administration – Office of Safety, Region 7  
801 I Street, #466  
Sacramento, CA 95814

RE: Utah Transit Authority Modification of the Temporal Separation Agreement for Mid Jordan Line

Dear Mr. Jordan:

The Utah Transit Authority has made a modification of the TRAX Joint Trackage Temporal Separation Program for the Mid Jordan (Red Line) portion of the alignment. With cooperation of the two freight carriers, Savage Rail Solutions and Utah Railway, there was an adjustment of the temporal separation time from the current time (Midnight to 5:00 AM) to the new time of 11:45 PM to 4:45 AM. There are no other changes to UTA Rules or Standard Operating Procedures.

As part of this change, please find attached the modification to the Administration and Coordination Agreement ("Third Amendment to Administration and Coordination Agreement"), as well as signed acknowledgement letters from Mr. Gary Plant with Savage Rail Solutions, and Mr. Tim Ercanbrack with Utah Railway. This change will be effective beginning April 9, 2017.

If you have any questions regarding this change to the Temporal Separation Program, please do not hesitate to contact me at 801-352-6638 or at [jlamora@rideuta.com](mailto:jlamora@rideuta.com).

Sincerely,

Jeffrey LaMora  
Light Rail General Manager.  
Utah Transit Authority

Enclosures

c: Mark Gallegos, Chief Inspector, Region VII, Federal Railroad Administration  
Tim Ercanbrack, Utah Railway Company  
Gary Plant, Savage Rail Solutions Unit  
Kim Fjeldsted, Manager of Rail Operations, Utah Transit Authority  
Bart Simmons, Senior Counsel, Utah Transit Authority





2264 S 900 W  
Salt Lake City, UT 84119

March 2, 2017

Mr. Gary L. Plant  
Savage, Bingham & Garfield Railroad Company  
900 W. Legacy Center Way  
Midvale, UT 84047

RE: Proposed Modification of the Administration and Coordination Agreement dated October 1, 2007

Dear Mr. Plant:

In an effort to continue to provide a safe and effective service to the community, Utah Transit Authority (UTA) is making a minor modification to our current agreement regarding temporal separation on the Mid Jordan Line. Effective April 9, 2017, the exclusive freight period will be shifted forward 15 (fifteen) minutes, such that the exclusive freight period will be 11:45PM to 4:45AM, Monday through Friday. This modification will require corresponding amendments to the October 1, 2007 Administration and Coordination Agreement between UTA and Savage Bingham & Garfield Railroad Company.

The modification will apply only to the Mid Jordan portion of the UTA TRAX System currently shared with freight operations. Specifically, this refers to the Mid Jordan portion of the TRAX System: (i) on the northbound track from Freight Interlocking (from 650 West at approximately 7400 South) to the S5600 West Signal; and (ii) on the southbound track from signal E1301 (1300 West) and Signal North 4 (9000 South). No changes will be made to the exclusive freight period applicable to other shared track occupied in part by the TRAX System Blue Line and Green Line.

There will be no changes to operating rules, procedures, or the instructions provided to operating crews.

Please review and sign the attached Third Amendment to Administration and Coordination Agreement and acknowledge your agreement to the proposed change or with any questions or issues that you have. An acknowledgement letter is being sent to Mr. Tim Ercanbrack with Utah Railway Company requesting their approval of the change. With the demonstrated agreement of both freight carriers, UTA will notify the Federal Railroad Administration Region 7 - Office of Safety in order to achieve the April 9 effective date noted above.





Mr. Gary L. Plant  
Savage, Bingham & Garfield Railroad Company  
March 2, 2017  
Page 2

If you have any questions or concerns, please do not hesitate to contact me at 801-352-6638 or by email at [jlamora@rideuta.com](mailto:jlamora@rideuta.com)

Sincerely,



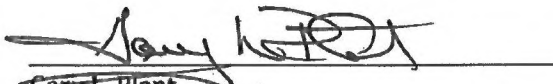
Jeff LaMora  
Light Rail General Manager

Enclosed: Administration and Coordination Agreement, dated October 1, 2007

c: Kim Fjeldsted, Manager of Rail Operations, Utah Transit Authority  
Bart Simmons, Senior Counsel, Utah Transit Authority

#### **Acknowledgement and Agreement**

On behalf of Savage, Bingham & Garfield Railroad Company, I hereby acknowledge my agreement to the proposed modification of the exclusive freight period for the Mid Jordan shared track.

  
\_\_\_\_\_  
Gary L. Plant

### THIRD AMENDMENT TO ADMINISTRATION AND COORDINATION AGREEMENT

THIS THIRD AMENDMENT TO ADMINISTRATION AND COORDINATION AGREEMENT (this "Third Amendment") is entered into this 9<sup>th</sup> day of April, 2017, by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and SAVAGE, BINGHAM & GARFIELD RAILROAD COMPANY ("SAVAGE").

#### RECITALS

WHEREAS, UTA and Savage are parties to that certain Administration and Coordination Agreement dated October 1, 2007 (the "Coordination Agreement");

WHEREAS, the Coordination has been previously modified pursuant to a March 27, 2009 First Amendment and a January 6, 2015 Second Amendment; and

WHEREAS, UTA and Savage wish to further modify the Coordination Agreement so as to modify the definitions of Exclusive Freight Period and Exclusive Passenger Period.

#### AMENDMENT

1. Modification of Section 5.4. The first sentence of Section 5.4 of the Coordination Agreement is hereby deleted and replaced with the following:

*In order to ensure safe, economical and reliable Freight Rail Service and Passenger Service, and in order to conform to the requirements of the Freight Easement, the parties hereby establish: (a) an Exclusive Freight Period for the Joint Trackage between the hours of 11:45 p.m. and 4:45 a.m., Monday through Friday inclusive; and (b) an Exclusive Passenger Period for the Joint Trackage between the hours of 4:46 a.m. and 11:44 p.m., Monday through Friday, inclusive, and all day Saturday and Sunday.*

2. No other provisions affected. All other terms and conditions of the Coordination Agreement shall remain in full force and effect, and are not amended hereby.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed as of the day and year first above written.

UTAH TRANSIT AUTHORITY

By [Signature]

Name Jeff LaMora

Title Light Rail General Manager

Approved As To Form

[Signature]  
UTA Legal Counsel

By [Signature]

Name Kim Fieldsted

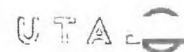
Title Rail operations Manager

SAVAGE, BINGHAM AND GARFIELD RAILROAD COMPANY

By [Signature]

Name Gary L. Plant

Title Senior Vice President



2264 S 900 W  
Salt Lake City, UT 84119

March 2, 2017

Mr. Tim Ercanbrack  
Utah Railway Company  
1221 South Colorado Ave.  
Provo, UT 84606

**RE: Proposed Modification of the Administration and Coordination Agreement dated October 1, 2007**

Dear Mr. Ercanbrack:

In an effort to continue to provide a safe and effective service to the community, Utah Transit Authority (UTA) is making a minor modification to our current agreement regarding temporal separation on the Mid Jordan Line. Effective April 9, 2017, the exclusive freight period will be shifted forward 15 (fifteen) minutes, such that the exclusive freight period will be 11:45PM to 4:45AM, Monday through Friday. This modification will require corresponding amendments to the October 1, 2007 Administration and Coordination Agreement between UTA and Savage Bingham & Garfield Railroad Company.

The modification will apply only to the Mid Jordan portion of the UTA TRAX System currently shared with freight operations. Specifically, this refers to the Mid Jordan portion of the TRAX System: (i) on the northbound track from Freight Interlocking (from 650 West at approximately 7400 South) to the S5600 West Signal; and (ii) on the southbound track from signal E1301 (1300 West) and Signal North 4 (9000 South). No changes will be made to the exclusive freight period applicable to other shared track occupied in part by the TRAX System Blue Line and Green Line.

There will be no changes to operating rules, procedures, or the instructions provided to operating crews.

Please acknowledge your agreement to the proposed change or with any questions or issues that you have. An identical letter is being sent to Mr. Gary Blum, UTA's General Manager, dated 03/02/17.





Mr. Tim Ercanbrack  
Utah Railway Company  
March 2, 2017  
Page 2

If you have any questions or concerns, please do not hesitate to contact me at 801-352-6638 or by email at [jf@utahlight.com](mailto:jf@utahlight.com)

Sincerely,




Jeff Fjeldsted  
Light Rail General Manager

Enclosed: Administration and Coordination Agreement, dated October 1, 2007

c: Kim Fjeldsted, Manager of Rail Operations, Utah Transit Authority  
Bart Simmons, Senior Counsel, Utah Transit Authority

#### **Acknowledgement and Agreement**

On behalf of Utah Railway Company, I hereby acknowledge my agreement to the proposed modification of the exclusive freight period for the Mid Jordan shared track.



Tim Ercanbrack





2264 S 900 W  
Salt Lake City, UT 84119

January 28, 2019

Mr. James Jordan  
Regional Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
801 I Street, Ste. 466  
Sacramento, CA 95814

**Re: Utah Transit Authority Temporal Separation Program, Docket No. FRA-1999-6253**

Dear Mr. Jordan:

Pursuant to correspondence dated April 7, 2015 from Mr. Ron Hynes, Director, Office of Technical Oversight, Federal Railroad Administration, the Utah Transit Authority hereby submits its annual update to the temporal separation program associated with joint track use (partial) with the Utah Railway and the Savage Bingham and Garfield Railroad freight railroads: no modifications to the program have occurred in the past year and none are anticipated in the coming year.

Additionally, please note that the Light Rail Services Operations Department has updated the Rule Book for 2019 and a copy of the new Book is enclosed. If you would prefer the Rule Book in a PDF version, we would be happy to provide that to you.

Should you require additional copies of any previously submitted documentation, please do not hesitate to contact me at my office at (801) 352-6638 or via email at [jlamora@rideuta.com](mailto:jlamora@rideuta.com).

Sincerely,

Jeffrey LaMora  
General Manager, Light Rail

c: Mark Gallegos, Federal Railroad Administration  
Bruce Cardon, UTA, General Manager, Commuter Rail  
Bart Simmons, UTA, Senior Counsel, Contracts

